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[a663]

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Hongkong, 4th January, 1912. [157]

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TELEGRAPHIC ADDRESS—"COMFORT,"
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Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a37]

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Kowloon, 30th May, 1912. [a536]

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Hongkong, 31st July, 1907. [576]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 1ST, 1912.

The disturbances in Mexico and Cuba, which seriously threaten the established governments in both countries, have been responsible for much discussion on the probable intervention of the United States, and incidentally have raised again the larger issue of the Monroe Doctrine. In so far as the two countries mentioned are concerned, intervention on the part of the United States can only be justified on the plea of protecting the lives and property of her subjects, and the United States Government have plainly indicated that this is their attitude. There is really no question of the application of the Monroe Doctrine in this instance, but apparently the reiteration of the Monroe Doctrine by the statesmen of the great republic has led to a general feeling of apprehension among the smaller republics which comprise South America that the United States is seeking to make the southern continent a preserve of her own. At least, that is the fear ventilated by Senor A. de Moxos Albas in an article which he contributes to the London journal *Hispania* under the caption "Wanted: A Revised and Extended Monroe Doctrine." He declares that the United States owes it to Latin America to quieten its fears by announcing definitely that it has no territorial designs upon that continent and never will have. Latin America, he adds, is grateful for the support of the United States without which the entire country, from the Rio Grande to Cape Horn, would be open to seizure and exploitation by the European Powers, but it would like to be assured that

the United States is not saving South America from Europe only to acquire it herself. The fears entertained by the smaller republics regarding their future independence can only have arisen within comparatively recent times, for, it is safe to say that, prior to the Spanish-American war, the United States were not suspected of designs which had territorial expansion in view. Since then their motives in any application of the Monroe Doctrine have apparently been viewed with a certain amount of distrust. The little republics appreciate the protection of their big brother, but they want a thorough understanding that that protection is genuinely disinterested and has no ulterior motive. Their helplessness quickens their fears. The defenceless condition of South America is described by Senor Moxos Albas in these words: "The territorial responsibilities of the Latin-American nations are greatly in excess of their respective populations. The seventeen republics from Mexico to Cape Horn, with an area of several times that of Central Europe, contain at best 70,000,000 inhabitants, which could be comfortably housed in any one of the larger republics, as Mexico, or Colombia, or Brazil, or Argentina, leaving the remaining immense territory available for European expansion. Can Tripoli, compare with the broad and fertile plains of Northern Venezuela, bordering on the Caribbean? Or Morocco with the Atlantic coast section of Colombia, where the Magdalena waters a marvellous valley, in no way inferior to that of the Nile, and equally well situated geographically? Can the Congo compare favourably with the Amazon, or Madagascar or West Africa with the inner lands of Peru, of Bolivia, or of Ecuador?" The quotation gives the impression that the activities of European Powers in Africa have created a feeling of alarm among South Americans that in course of time their territory may be seized by European Powers, needing outlets for their surplus populations, and of course it has to be admitted that the possibility, though remote, exists nevertheless. For instance, if one of the republics were to pursue a policy like that which led Great Britain and Germany to interfere in Venezuela ten years ago, there is no saying what measures might have to be adopted to secure a solution. Would the Monroe Doctrine apply? The United States may render assistance against wilful aggression on the part of a non-American power, but if Washington is to accept responsibility for all the follies a South American people may perpetrate it will soon find itself in an impossible position. This alone proves the necessity for a Revision of the Monroe Doctrine. However, the question of the moment for the United States is to allay anxiety that may be felt by Latin Americans as to their future intentions, and it seems to us that this should be accomplished both by the actions and words of the American Secretary of State for War, Mr. Knox, who at a banquet given this week by the Pan-American Society at New York asserted that "the object of his recent mission to the Caribbean was to assure all the peoples of that region that the opening of the Panama Canal would inaugurate an era of closer relations between all the American countries. The United States wished to see the other nations of that hemisphere stronger and more stable." These words are certainly reassuring, and ought to encourage the various republics to develop their national lives on progressive lines.

The Bijou Theatre closed last night for the summer months.

The situation in the region of Iloilo affected by rinderpest is described as very grave.

A Supplementary Index to the revised ordinances of the Colony has been printed in a convenient form for cutting into slips and pasting into the Index itself.

Attention is drawn to the announcement by the Eastern Extension Telegraph Co. and the Great Northern Telegraph Co. of a reduction of telegram charges to places in China.

Mr. R. G. Knowles, the famous comedian, has quite recovered from the operation he underwent in Manila and is now giving his entertainments in that city. Mr. Knowles is to give another entertainment in Hongkong on Saturday next.

Suit has been instituted in the court of the first instance at Manila against Gutierrez Hermanos by Leopoldo Criado. The amount of money claimed is 130,000 pesos, and covers a period of years. Sr. Criado entered the firm of Gutierrez Hermanos some 24 years ago, as a working partner, and was to receive 5 per cent. of the profits of the firm for his services. He claims that during that period of 24 years he has drawn only 11,000 pesos and that the balance of his share he has left with the firm.

At the Magistracy yesterday, a Chinese was charged with uttering a forged bank-note valued \$10 on the Chartered Bank, and with being in possession of the same. He was committed to the Criminal Sessions for trial.

The body of Don Pedro Roxas, the well-known Manila capitalist, who died some months ago in Paris, was brought to Manila last week on the Spanish mail steamer. The body was transported by rail from the French capital to Barcelona, and thence by steamer to Manila. Hundreds followed the remains to the grave in the Cemetery del Norte.

Throughout the month of May, which is regarded by the Roman Catholic Church as the "Month of Mary," special services have been held in the Cathedral of the Immaculate Conception in Glenale. Yesterday being the concluding day of the Feast, the Cathedral was beautifully decorated, and there was a procession in the compound. The Rev. Father Garbardi preached thirty-one sermons during the month on "The Virtues of the Blessed Virgin."

LOCAL SPORT.

LAWN TENNIS.

C.C.C. & CIVIL SERVICE.

This tennis league fixture will be played this afternoon at 5 p.m. on the Civil Service ground.

The following will represent the C.C.C.:—H. H. Taylor, G. A. Hancock, L. A. Rosa, E. L. Braga, R. Phillips, and R. Basa.

COMPANY MEETING.

WATKINS, LIMITED.

The thirteenth ordinary annual meeting of Watkins, Limited, was held in the offices of the Company yesterday. Mr. G. A. Watkins, one of the general managers, presided, and there were also present: Messrs. Chan A. Fook, general manager, G. Harper, C. P. Curry, Chow Hong Wa, Wong Leung Him, and Ng Hon Tsz.

The CHAIRMAN said:—The report and statement of accounts have been in your hands for some days, I will with your permission follow the usual course and take them as read. I propose also to take as read the auditor's report. Your general managers regret very much that the resolutions before you are not of a more favourable character. The severe depression from which trade of every description in the Far East has been suffering for some considerable time was still in evidence during the past year. Before proposing the adoption of the report and accounts for 1911, I shall be pleased to answer any questions to the best of my ability.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. Ng Hon Tsz seconded, and the motion was carried. This concluded the business.

EXTRAORDINARY MEETING.

An extraordinary general meeting was afterwards held, at which,

The CHAIRMAN proposed the following resolution:—"That the Company be wound up voluntarily and that Ernest Alfred Mountford Williams, incorporated accountant, of Victoria, in the Colony of Hongkong, be and is hereby appointed liquidator for the purpose of such winding up." In doing so he said:—After careful consideration one of our general managers believes that it would be in the best interests of the shareholders, to prevent any further shrinkage from trading losses in the capital of the company, to sell the company's business as a going concern. To do this it is of course necessary for the Company to go into liquidation. I, gentlemen, do not agree with those views, which I may say are the views of my co-general manager. This meeting, however, has been called in order to place the matter before you, and it will be for you to decide whether the business shall continue or be wound up, and for that purpose to pass or reject the resolution to consider which this meeting has been called.

I myself think that with the revival of trade generally there is a prosperous future for this Company if you decide to carry it on and not to wind it up. It may be that you, gentlemen, would like to continue the business, but would like a Board of Directors, or Consulting Committee, to supervise and assist in the management. Although this meeting has not been called for that purpose, if the gentlemen present indicate that those are their wishes, a meeting could be called to pass the necessary resolution. I will now, gentlemen, propose the resolution to consider which this meeting has been called.

Mr. CURRY seconded the motion, which was carried.

The CHAIRMAN:—That concludes the business, gentlemen. I am sorry I have not the pleasure of telling you that dividend warrants will be ready on Monday.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LONDON STRIKE.

TROUBLE SUBSIDING.

LONDON, May 31st.

The Port of London Authority has declined to participate in the Conference which the Home Office has convened. Consequently, as the shipowners have also declined to participate, the Conference threatens to become abortive.

The Master Carmen have declined to attend the Conference.

The Seamen and Firemen's Union Executive has warned the men not to strike without orders.

STRIKERS SEEKING SUPPORT.

The Strike Committee of the Transport Workers Union has requested the National Executive Council of the Union to take steps to proclaim a national strike in order to vindicate the principle of Trades Unionism.

The strike leaders are seeking the support of other unions and have complained to the Home Office of the violence of the police.

LABOUR LEADER DENOUNCES STRIKE.

Mr. Leith, a labour leader, has condemned the strike, which, he said, was being run by a few bureaucrats in an anti-democratic manner, against the spirit of Trades Unionism. Mr. Leith said the dockers would not break their agreements with the employers.

WORK COMMENCED.

A handful of dockers resumed work at the West India and Royal Albert Docks. The unloading of a large steamer from Australia has been begun at the London docks. A number of waggons are available and transport has considerably increased. Large quantities of food, including dry goods, left the docks, under convoy, this morning.

STRIKE DWINDLING.

The papers quote Mr. Ben Tillett as saying last night that he does not now intend to call either a national or an international strike.

There is general belief that the trouble is subsiding.

The merchants at Smithfield are complaining of a glut of meat.

Most of the employers refused to attend the conference to-day.

GOVERNMENT ACTION.

The *Daily News* understands that the Government will insist on the men resuming work immediately and then will establish a Board of Arbitration to prevent stoppages in future.

FRANCE IN MOROCCO.

LONDON, May 31st.

A despatch from General Lyautey states that hundreds of Berbers entered the east side of Fez on Tuesday evening, but receiving no support from the town they retired at midnight. The French troops at dawn attacked the enemy, and reinforcements are expected from Mequinez.

The Sultan is endeavouring to help in the measures taken by General Lyautey to establish order and divide the tribes.

LATER.

It appears that the French lost heavily in the attack by Berbers on Fez on the night of May 25th. A telegram which the wireless station at Fez refused has been brought to Tangier by courier. It says that the French casualties were 42 killed and 75 wounded.

UNITED STATES AND CANADA.

SIR WILFRED LAURIER ON THE TAFT LETTER.

LONDON, May 31st.

A telegram from Ottawa states that Sir Wilfred Laurier, speaking at a banquet, stated that he would never retire from public life. Referring to the famous Taft letter, he said:—"Under Heaven I am satisfied that we are in the right. President Taft did not know the Canadians when he harboured the idea of a commercial agreement to make Canada an adjunct of the United States. Mr. Roosevelt did not share the idea, and he is as good an authority on Canada as President Taft."

FLAGSHIP OF THE BRITISH CHINA SQUADRON.

LONDON, May 31st.

Reuter's Agency learns that the cruiser *Defence* will be the flagship of the China Station instead of the *New Zealand*. No other change is contemplated.

[THROUGH REUTER'S AGENCY.]

LORD KITCHENER'S REPORT ON EGYPT.

LONDON, May 31st.

Lord Kitchener in his first annual report as Governor-General of Egypt gives an interesting review of the affairs of the country.

His Lordship after eleven years' absence from Egypt records with pleasure the general progress made in the country during that period and notes with satisfaction the recent calming of the political feeling and the fact that consideration of practical reforms had apparently become more interesting than abstract political questions. He warns Mohammedans of the weakening effects of political action.

There had been a constant stream of immigration from all the surrounding parts of Africa entering the Sudan, and Lord Kitchener anticipates that the

population will be doubled in the next five years. When the Sudan was conquered the whole population was practically starving; now there is hardly a poor man in the Sudan.

THE AMERICAN ELECTIONS.

MR. TAFT STILL CONFIDENT OF SUCCESS.

LONDON, May 31st.

Reuter's correspondent at New York wires that the returns from New Jersey bring to an end the personal campaign between Col. Roosevelt and President Taft. Despite the former's pronounced victories in all the States, President Taft is still confident of being able to control the Republican Convention.

CANADA AND IMPERIAL DEFENCE.

LONDON, May 31st.

Two Canadian Ministers, Mr. Borden and Mr. Hazen, sail for England on June 28th to confer with the Imperial Government especially on Imperial Defence.

DEATH OF A FAMOUS AVIATOR.

LONDON, May 31st.

The death is announced of Mr. Wilbur Wright, the famous American aviator. He died of typhoid.

RUSSIA'S CHINA POLICY.

SEMI-OFFICIAL STATEMENT.

The Russian Government has published a semi-official answer to the attack on Russia's diplomacy published recently by the *Novoye Vremya*. It is semi-officially stated that Secretary Knox's Manchuria Railway neutralisation proposal was defeated by the unequivocal protests raised by Russia and Japan. The Russian Government learned through official notes dated December 16th and 20th, 1909, sent by the British Ambassador to Russia, the contents of the proposed neutralisation scheme and submitted the proposal to the Cabinet of January 12th, 1910, when it was decided to reject it. A reply was given to the United States on January 21st, 1910, in that sense. Simultaneously the Japanese Government also notified the United States of its rejection of the proposal of the purchase of the South Manchuria Railway by an international syndicate. On April 15th, 1911, both the Russian and Japanese Governments received a notice that a 10 million sterling loan contract had been signed in Peking between the Chinese Government and the Four Powers Syndicate, Article 15 of which stipulated the reservation by the Four Powers Syndicate of a right of priority regarding Chinese loans.

The Russian and Japanese Governments pointed out that the said Article was equivalent to a monopoly by the Four Powers Syndicate and lodged a protest against the loan. The Four Powers Syndicate insisted on the retention of the Article, but the loan has not yet come to a successful conclusion. Neither Russia nor Japan had ever demanded participation in the Four Powers loan. The Russo-Asiatic Bank had never joined either the Four Powers Syndicate or the other Syndicate composed of Russian, Belgian, French and British capitalists, with a view to accepting a Chinese loan. In February last the Government received an invitation from the Four Powers Syndicate for participation in the advances made to China. On or about March 13th the Government sent a reply agreeing to participate, subject to the following conditions:—That the advances shall be treated as a separate loan, independent of the coming political loans; that negotiations shall forthwith be entered into concerning the conditions of the political loans; and also that no other Chinese loans shall be accepted without the consent of the Powers concerned, prior to the conclusion of those negotiations.

On March 16th, the Government again received an invitation to participate in the loan, the contract for which the Four Powers Syndicate was about to conclude, the amount being 50 millions sterling. The Government still reserves its reply to this last invitation, and it now has under consideration participation in the loan on the condition that the special rights and interests Russia possesses in China shall not be thereby prejudiced.

When questioned as to Premier Tang's resignation the President replied that he had persuaded the Premier not to resign as his resignation at this juncture would be fraught with the most serious consequences. The President contradicted the report that the Premier and Chang Pinfan had quarrelled and the latter had threatened him with a pistol.

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HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated May 31st state:—

The market generally has ruled fairly active throughout the past week, and rates with few exceptions close firm. Sterling Rubbers have been a drooping market, with little importance doing. Fine Hard Para Rubber is quoted at 4/7 per lb. quiet. In Singapore stocks a little more life has been noticeable, but we have no material changes in quotations to report. The Sandycroft Rubber Co. has declared a final dividend of 40 per cent., making in all 100 per cent. for the year. Discount rates are unchanged at 3 per cent. (Bank of England) and 3 per cent. (open market rate). Bar Silver closes at 284d. per oz. ready, 284d. forward, and Sterling T.T. at 2/- Shanghai T.T. is quoted at 72d.

BANKS.—Hongkong and Shanghai remain at 284 10s. in London, with the local rate varying between 284d. and 284d., there being buyers at the former and sellers at the latter.

MARINE INSURANCE.—Unions close quiet with sales at 280s. Yangtze have declined in the North to 8100 with ex. 73. Cantons have been booked at 2233 and Cantons in request with nothing further offered under an advance. North China under an advance. North China and China Traders are unchanged and no business in these stocks is reported.

FIRE INSURANCE.—Hongkong have been booked at 2350 and close firm. Chinas are a steady market at 1122 after sales.

SHIPPING.—Hongkong, Canton and Macao, after sales at 2203, are now enquired for at 2203. Indo-China continue in request at 205, the London rate being 140/- (middle price). China and Manilas have been booked at 1104, and Douglases at 82/-.

Star Ferries have advanced to 233 and 234 ex dividend for the old and new respectively. Shell Transports have been done at from 112/- to 114/-, market closing rather easier with sellers in London at 113/-.

REFINERIES.—Chinas are procurable at 2109 and Luzons at 2323, no business being reported in either stock.

MINING.—Tronchs are firmer with buyers at 70/-, after sales up to 70/9. Raubs are enquired for at 23.60, and Chinese Engineerings at 20/-, after sales at 27/- and 26/9.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at 248. Kowloon Wharves, on it becoming known that a sale of a portion of their property to the Government had been concluded, sprang into brisk demand, and the rate rose rapidly from 267 to 280, at which latter rate they close in request. New Amoy Docks have been done at 603 and Shanghai Docks at the reduced rate of 115.50. Shanghai and Hongkong Wharves are quoted at 115.50.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands, after sales at 2106, are easier with sellers at the rate. Kowloon Lands have been booked at 234, and West Point at 253. Humphreys Estates continue on offer at 28 with small buyers at 273. Hongkong Hotels (old) are wanted at 271.10, and the new can be placed at 271.10 (new). Langkats close with probable sellers at 115.50.

MISCELLANEOUS.—China Borneos, after sales at 211 cum div., are now a little easier with small sellers at 201 ex dividend. China Providents are quiet at 28.60 and Dairy Farms at 222. Cements can be placed at 243, Union Water Boats at 273, Steam Laundries at 283, Powells at 203, and Fisheries at 24. Ropes have been done at 2103, and Hongkong Tramways at 4/3. There are sellers of Electric at 223, and of Watsons at 26. Peak Trams are quiet at 211 (old) 211.10 (new). Langkats close with probable sellers at 115.50.

LONDON QUOTATIONS.—The following quotations (middle price) were received from London by wire to-day:—

Ledburys 57/6

Linggis 32/9

United Sardangs 102/6

Sapongs 25/-

London Asiatics 10/6

E. & I. Trusts 17/0

Rubber Trusts 9/9 premium

Tronchs 75/- cum div.

Hongkong Electric Trams 4/-

Shell Transports 111/3

Chinese Engineerings 30/-

Indo-Chinas 140/-

Para Rubber 4/7 quiet.

YUEN SHIH-KAI INTERVIEWED.

A representative of the *Min Li Pao* interviewed the President on the 23rd inst., when the President said:—

"The republic has just been established and the foreign powers have not all recognized it. The Chinese are divided in their own feelings, acting purely on government foremost in their thoughts. Even public opinion is not uniform so that foreigners suspect internal dissension among us and the foundation of our country certainly cannot be consolidated. The powers hesitate to recognize us and unless we sink our partyism and sacrifice opinions, serious dangers will be lost to the republic, and our country will be lost in a period of anarchy but lost to the partisans after the revolution, so that the Chinese republic will be the guide to the partition of China. My mind chills on

SUPREME COURT.

Friday, 31st May.

IN SUMMARY JURISDICTION.

Before Mr. H. H. J. Gompertz.
(PUNISH JUDGE).

THE VERANDAH CASE.

Judgment was given in the action in which Alexander Kotas, George Maidonis, and George Tsamtsacopoulos, traders, occupying premises at the old Post Office, sued Li Hing, trader, of 152, Queen's Road, for \$1,000 for damages for breach of contract whereby defendant agreed to erect a verandah on the premises occupied by the plaintiffs.

Mr. Eldon Potter, instructed by Mr. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiffs, and Hon. Mr. C. G. Alabaster, instructed by Mr. J. H. Gardiner, appeared for the defendant.

His Lordship said—This is a claim for damages for breach of contract to erect a verandah on certain premises for which the plaintiffs are tenants to the defendant. The plaintiffs rely first of all upon the agreement for the lease which is in writing, but in my opinion they cannot found this contract on the written agreement which purports to lease to the plaintiffs merely all that portion of the ground floor of the block of buildings as is coloured pink on the plan annexed.

The verandah is outside the area coloured pink and I think it quite clear that the written agreement taken alone confers no interest outside the area specified. The walls, it is true, are not coloured pink, but they are necessary appurtenances of the demised building. The verandah is clearly something outside and apart. In the alternative the plaintiffs rely on a collateral verbal agreement. If the contract alleged is for an interest in land, then of course the Statute of Frauds applies and the contract must be in writing. But I think the alleged promise to make a verandah is not a contract for an interest in land: it is not a demise of a verandah but a collateral independent undertaking, which might be expressed as follows:—If you become tenant of these premises you will build you a verandah. You shall have the use of a verandah. The cases are:—Donnellan v. Read 3B and Ad. 869, Mann v. Nunn 30 L.T. 526, Angell v. Dube L.R. 10 Q.B. 174. Then on the facts. Considering them as a jury would do, I am quite clear that Mr. Hazeland was the agent of the defendant, to show and explain to intending tenants the plans on which the verandah was shown. Mr. Hazeland told the plaintiffs that the verandah would be erected if a permit could be obtained. I am of the opinion that he did this with the authority of the defendant who, himself, meant to have the verandah and would have put it up if the terms of the permit had been acceptable. I believe that when the defendant told the plaintiffs that it was not certain that there would be a verandah, they did not explain nor enquire further the reason of the uncertainty, for the very sufficient reason that it was understood that the permit was not yet granted and that therefore the matter was subject to a contingency. Nor have I any doubt that the plaintiffs relied on the plan and the explanation of it given to them, and believed, as the defendant believed and intended them to believe, that a verandah would certainly be put up if a permit was granted. This is a very sufficient reason why there was no express stipulation to this effect in the written agreement. They were told that the defendant was doing his best to get a verandah and they thought they were perfectly safe in acting on his representations and on the plan shown to them. I must deal shortly with a question raised at the close of the plaintiffs' case—the matter of interpretation. I held that when in the circumstances the plaintiffs went to the office of the defendant's architect, then the defendant in employing the architect's interpreter as his intermediary with the plaintiffs must be held *prima facie* to have adopted that interpreter as the medium of communication between them and himself. I think this was the correct ruling, *v. the Holland-China Trading Company v. Tong Tai firm*, 2 H.K.L.R. P. 54. I have found the contract proved and the breach is admitted. The only question is the amount of the damages. The damages are of course purely general damages, and a lump sum of \$1,000 is claimed. Looking at the matter broadly as a jury would do, I think that perhaps an allowance of \$400 a month for twenty months, being the demised term, less the two months occupied in negotiation with the Government would be fair compensation. I therefore award the plaintiffs \$800 and their costs of the action and I certify for Counsel.

Mr. Potter accordingly moved for judgment and costs.

Mr. Alabaster—I don't know whether your Lordship in assessing damages would put in an alternative that a less sum should be paid in the event of our putting up a verandah now. If we put up a verandah now the \$400 a month would be paid up to the time the verandah was put up.

Mr. Potter—We cannot consent to that.

Mr. Alabaster—Your Lordship has seen sufficient of the circumstances to know—your Lordship has seen the plan. It may be worth our while to put up the verandah, and in that case they would get the benefit of it.

Mr. Potter—I think you can leave it to the good sense of my clients. My friend's suggestion comes to this, that if a contract is broken and if you then carry out the contract you need not pay so much damages. I think you may leave it to the good sense and good advice of my clients' solicitors.

His Lordship—If you carry on the lease it would be better for you to have the verandah instead of having this sum in your pocket.

Mr. Potter—That is a matter which we would have to take into consideration.

Mr. Alabaster—I am sure plaintiffs will be well advised in this case to adopt a sensible view.

Judgment was entered for the plaintiffs.

A REVENUE OFFICER'S RIGHT TO ARREST.

The case of Yip Man v. Chan Hing, in which plaintiff claimed for \$500 damages for wrongful arrest was mentioned. Mr. Russ, from the office of Messrs. Goldring, Barlow & Morrell, appeared for the plaintiffs, and Mr. P. H. Hodgson, assistant Crown Solicitor, appeared for the defendant.

Mr. Russ asked for a date to be fixed. Mr. Hodgson said he would like to have the particulars of the \$18 costs endorsed on the writ explained. He might want to pay a nominal sum into Court with costs.

Mr. Russ—Well, pay the \$500 now.

Mr. Hodgson stated that the men were revenue officers and he was prepared to defend them.

Mr. Russ—We are testing the right of a revenue officer to arrest a man under a separate Ordinance. The revenue officer is appointed under the Opium Ordinance. In this case he arrested people for carrying San Pui lottery tickets, the revenue officer not being a constable and not being appointed for that purpose.

His Lordship—What was he fined for? Mr. Russ—For having lottery tickets in his possession. Even if we succeed, whether that fine comes under the head of damages we are entitled to claim is doubtful.

His Lordship—Would that be the ordinary consequence of an unlawful act?

Mr. Russ—I suppose it is, if he is arrested.

Mr. Hodgson—There may be a technical breach of the law in regard to assault, and I may want to pay a nominal sum into Court. But I want particulars of the costs.

Mr. Russ—What do you say they ought to be?

Mr. Hodgson—According to the usual scale. I am asked to pay \$500 and \$18 costs within four days.

Mr. Russ—If my friend pays in a small sum into Court he has to pay a proportionate amount of costs.

His Lordship—I don't see why you should not give particulars of costs if they are asked.

Mr. Russ—I don't mind.

Mr. Hodgson—I don't think they should put on more costs on the writ than they are entitled to. It is not fair, especially when they are dealing with Chinese clients, and I think it ought to be stopped.

His Lordship—You think they are?

Mr. Hodgson—I do, my Lord. It is not fair to put on costs where they are serving Chinese who do not know the scale.

A date was fixed for the hearing.

IN ORIGINAL JURISDICTION.

Before the Chief Justice (Hon. Mr. Rees-Davies).

WINDING UP OF A COMPANY.

The hearing was resumed of the application for the compulsory winding up of the Hip On Insurance, Exchange and Loan Co., Ltd., in liquidation. Mr. Potter (instructed by Mr. Davidson of Hastings and Hastings) appeared for the petitioning creditor, the Yue Wo Fat firm, merchants of 98-Dex Vaux Road, and the Hon. Mr. C. G. Alabaster (instructed by Mr. H. J. Gedge, of Johnson, Stokes and Master) appeared to oppose the application, on behalf of the Hongkong and Manila Yuen Shing Exchange and Trading Co., Ltd., and was instructed by Mr. Otto Kong Sing, on behalf of seventeen other creditors.

Mr. Alabaster said there were 31 creditors in all. The debts of seventeen of them amounted to \$50,366.53. The Yuen Shing admitted a debt of \$42,174.08, and there were five other creditors representing \$7,573.25, a total of a little over a lakh (\$100,034.44). That accounted for 23 out of the 31 creditors. Then there was the petitioner, who represented \$12,000 only. As to the remaining seven, one was unknown, two were no longer in business having failed, and made no claim. One, who was in Aniam, made no claim, and the other two were said to be in favour of the appointment of Yeung Pik Chi as liquidator. That left only Messrs. Denny and Bowley, who did not appear to have claimed at all. The petitioners had not made out a case for compulsory winding up.

Mr. Potter said the question was whether Mr. Yeung Pik Chi was a suitable person to be appointed liquidator. What was the position at the present time? They had as liquidators of the company at the present moment men who admittedly had not conducted the liquidation properly. The question his Lordship had to decide was whether that voluntary liquidation was to go on. Was it to be assumed, if Yeung Pik Chi was appointed liquidator, that everything the creditors desired would be given to them? Was he to assume that all would go well in future or was he to say he would have a compulsory order and then the creditors could have Yeung Pik Chi if they chose? That would ensure that in future the affairs of the company were properly wound up, because it would be done under the eye of the Court. That, he submitted, was the true position as regarded the winding up.

His Lordship—It will very much increase the costs.

Mr. Potter—Not very much, my Lord. And that is an item, which so far, as the case will show, has never been taken into consideration. All that has been taken into consideration is this: ought we to protect the creditors, or ought we not? If the creditors can show that the affairs of the company were grossly mismanaged by the liquidators in the past, then the Court should not hesitate to make an order. The nominal capital of the company was one million dollars—5,000 shares of \$200 each—and there was still outstanding \$400,000 in the shape of uncalled capital. There were 400 shareholders who were each liable for \$1,000. The debts of the company amounted to \$120,000, so that the assets were more than three times the necessary assets if the company's capital was properly called in. Therefore it was obvious that if they only got half of the assets in through a compulsory winding up, not a penny of expense would be thrown on the creditors. They would all be paid in full, and still a huge surplus would remain over, and any suggestion of expense as being an answer to a request for compulsory winding up, went by the board. His Lordship had further to bear in mind that for nineteen months there had been gross mismanagement, and he ought to say he was not going to run the risk of there being further mismanagement. The petitioning creditors had been sticking the whole time, but the other creditors had apparently taken no steps at all to enforce any of their rights. Mr. Potter further mentioned that only six creditors were present at the meeting at which it was suggested Mr. Yeung Pik Chi should be appointed liquidator.

His Lordship said he was of opinion that the petition should be dismissed. There was an overwhelming majority of creditors opposing the application and in favour of Yeung Pik Chi being appointed liquidator in voluntary liquidation. Had the question been whether the former voluntary winding up should be allowed to continue, the petitioning creditor would certainly have had a stronger case.

The question of costs was left for discussion in Chambers.

A society has been formed in Peking recently called the Wu Society which means I or My Society. Its object is to forbid the use of foreign goods and extend Chinese commodities. It has been originated by the Cantonese and has become popular with the people who are enthusiastic over the idea.

The Unionist members of the National Council are strongly desirous of overthrowing the Premier and supporting Minister Hsiang Hsiang as his successor with Messrs. Tang Wen-chih, Chang Chien and Chen Chiao-tao as Ministers of Industry and Commerce, Agriculture and Forestry, and Finance, but this has been opposed by the Alliance Society and the Republican Party. The Ministers have tendered their resignations, but were prevailed upon not to do so by the President. It is said that a certain power is endeavouring to secure Tang's overthrow.

THE MOTOR CAR IN HONGKONG.

INADEQUATE REGULATIONS.

An interesting case which emphasised the need for proper regulations governing the motor car traffic in the Colony was heard before Mr. C. D. Melbourne at the Magistracy yesterday. The case was one in which Commodore Eyres presented the driver of motor car No. 8, which is owned by the Coronation Garage, for furious driving on Jubilee Road, and in such a manner as to endanger life and limb.

Mr. F. B. L. Bowley appeared for the defendant. In his evidence, Commodore Eyres stated that on the 27th inst., he was riding along Jubilee Road in company with his daughter and Mr. Clementi (Colonial Secretary). As they were turning a corner, a motor car came upon them. No horn was blown, and the first intimation they received was the sight of the wheels. There were Europeans in the car.

Mr. Bowley—Were you riding away from Hongkong or towards it?—Away from it; from Tung Wah to Aberdeen.

Could you tell me in what part of Jubilee Road you met motor car No. 8?—On the Tung Wah side of the cross roads leading from the Dairy Farm to Jubilee Road.

You were on the Jubilee Road?—Yes, there is a cross road there.

It leads to a bungalow on the other side of the road?—Yes, between Tung Wah mortuary and the cross roads.

Nearer to Tung Wah?—No.

Where did you meet the next car?—A little further eastward, not many minutes afterwards, say, six or seven minutes.

This man is charged with driving furiously at 6.15 p.m. Did you fix the time?—On the second charge.

Mr. Melbourne—No, there is only one charge against this man, and that is that he was driving car No. 8 along Jubilee Road to the common danger of passengers, at 6.15 p.m.

Mr. Bowley—Did you give the time to the inspector?—I gave in the charge that the driver was coming round the corner without giving the signal of his approach.

How did you fix this time; where does it come from?—I gave the approximate time.

May I ask you which way you returned from your ride?—By Pokfulam Road, the Reservoir, and Victoria Gap.

You do not know what time you reached the Gap?—I cannot say, but it was about 7.30.

I understand that the time 6.15 was not fixed by looking at your watch, but from a general impression?—No, from looking at my watch; I am not sure of my watch to three or four minutes.

When the car stopped it had passed you?—Yes.

And there was room for the car to pass?—Plenty of room.

And it passed you on the proper side of the road?—Yes.

On his own side?—Yes.

And did your ponies shy?—Well, not badly, but slightly. They are very accustomed to motor cars, and I ride nearly every day on Jubilee Road, or at least three or four times a week. I invariably meet two or three cars.

So you expect to meet cars and are on the lookout for them?—Yes.

I understood you to say there was a risk of danger; as a matter of fact there was no danger to either you or your companions?—Yes. I think I agree with you.

The complaint you make is that the driver did not sound his horn coming round the corner?—Yes.

Mr. Bowley submitted that there was no case. It was clear from the Commodore's evidence that no one was in danger. It was said that the driver did not sound his horn coming round a corner. There was no regulation for the sounding of a horn coming round a corner. Ordinance 145, section 3, subsection 7 provided a penalty not exceeding \$50 for driving furiously and in such a manner as to endanger life or limb to a passenger in a public thoroughfare. There was no evidence that the driver had driven to the common danger of passengers. In fact, the horses were not frightened, and the car passed them on its proper side. There was no danger. It was for the prosecution to prove danger, and if it did not, the case would fail. Motor cars had the right to drive on that road at twenty miles an hour, which was the speed limit, and it was well known to everyone in the Colony that the cars used that road extensively. Every one expected to meet cars there.

Mr. Melbourne—Because these particular ponies were used to the cars and did not shy, it does not follow that other ponies would be accustomed to them. There might have been an accident.

Mr. Bowley—There might be an accident between a motor car and a pony at any time, but that would not necessarily mean that it would be the fault of the driver of the car.

Mr. Melbourne—A car coming round a corner would give no intimation. Commodore Eyres says that the first intimation he had of the car's approach was the sight of the wheels.

Mr. Bowley—Anyone who rides a horse along Jubilee Road knows he is likely to meet a motor car. Everyone has a perfect right to ride along the Jubilee Road on horseback, and every motor car has a similar right, and if the rider does not keep his horse under proper control, that is not the driver's fault. It is one of those accidents which must happen if people ride restive horses on public roads. No one can expect Jubilee Road to be kept for "trained traffic," like Happy Valley. The car passed on the sea side—

Commodore Eyres—My evidence is contrary to that; I said that he was on the wrong side of the road.

Mr. Melbourne—He came round a corner without blowing his horn.

Mr. Bowley—But there is no obligation on him to blow it, or even to carry one. You must dismiss from your mind the regulations for motor traffic in England. Hongkong has no regulations providing that motor cars shall carry horns, nor providing for the sounding of bells by bicycles. It is my impression that as long as the regulations remain in their present condition, the authorities cannot blame the drivers if they do not use their horn at any time. They are being blamed enough at present for making unnecessary noise.

Mr. Melbourne—I don't think there has been any alteration since April, 1911.

Mr. Bowley pointed out that in addition to the fact that there was not a regulation governing the warning to be given by cars there was no regulation to say that a vehicle should keep to the left side of the road.

Mr. Melbourne—No; there is nothing in the Ordinances about motor cars and horns. Defendant is discharged. (To Commodore Eyres) In the second case, you have similar evidence?

Commodore Eyres—Yes.

Mr. Melbourne—I am afraid I must discharge the driver in that case also. Unfortunately, the regulations do not provide for it.

REVIEW.

Home University Library. The History of England, by Professor A. G. POLLARD, M.A. Canada, by A. G. BRADLEY, French Literature, by G. L. STRACHEY, M.A. Climate and Weather, by Professor H. N. DICKSON, D.Sc. Peoples and Problems of India, by Sir T. W. HOLDENNESS, K.C.S.I. The School, by Professor J. J. FINDLAY, Ph.D. Architecture, by W. R. LETHBRIDGE, The Problems of Philosophy, by the Hon. BERTRAND RUSSELL, F.R.S. Anthropology, by R. E. MARRETT, M.A. Home, by W. WARDE FOWLER, M.A. London, by Williams & Norgate.

One has merely to read the titles of the last batch of ten volumes added to this Library of Universal Knowledge, together with the names of the authors, to be convinced that the early announcements of the Editors and Publishers are being fulfilled. Every volume is absolutely new and specially written. Every subject is of living and permanent interest. The books are written for the general reader as well as for the student. We ourselves have found each volume we have opened to be clearly written, exceedingly comprehensive considering the limits as to size, and suggestive in its guidance to anyone who wishes to pursue the study of any given subject. But we have not been content to remain satisfied with our own experience. We have tried the effect of placing several of the volumes in the hands of a youthful student who was rejoicing that his scholastic training was drawing near to an end. Instead of turning from the books with repugnance born of book weariness, he has speedily become absorbed, has opened up a flood of questions, and has been induced to carry on his investigations in several subjects with a view of extending his knowledge.

Here, we think, is one of the best tests to which we could have subjected the Library. It is not merely the concentrated knowledge these volumes present to thoughtful persons but their stimulating effect upon the reader that we wish to emphasise. They are no dry-as-dust treatises. They are, each one of them, agreeable to read, and in those days when men turn surfeited from badly constructed novels, full of weakly-drawn characters and absolutely devoid of plot or literary distinction, and cry out for better mental pabulum, we cannot too strongly recommend this excellent Library to our readers. It is not our intention on the present occasion to deal in detail with any one volume; but only mention how fascinating we have found Sir T. W. Holdenness's treatment of the "Peoples and Problems of India." No one who wishes to possess some knowledge of the complexities of Indian social, political and religious life should fail to peruse this extremely lucid work by a skilled observer.

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WHEN THE RAIN LESSENS.

Though a sixth of the land surface of the globe is desert, it is not easy to define exactly what produces the desert. In a late paper to the Royal Geographical Society, Prof. D. J. MacDougal, of the Carnegie Institution, pointed out that it is impossible to say what limit of rainfall will give a desert, for latitude and altitude modify the effect of a given amount, and wind-flow and topography have an important influence. But in considering how Eastern America, for instance, might become a desert, chief interest centres in the lessening of the rainfall. The reduction would undoubtedly result from changes in the flow of the wind in a year of a single wet winter season and a dry, rainless summer. The total evaporating power of the air would be increased. The proportion between the annual maximum and minimum rainfall would be heightened, and the daily and the annual range of temperature would increase chiefly through a heightened maximum. Many streams would show only intermittent flow; lakes would be lowered or dried up, and their wind-swept bottoms would be piled with dunes. On slopes of loose unassorted material, the wind would tend to carry away the finer particles, and the coarser pebbles would sink, forming a pavement to be polished by wind-borne sand. In the readjustments of man and other animals, greater tensions and fiercer competitions would be set up.

LEAD POISONING AMONG PAINTERS.

Showing that there are more deaths among painters than in other dangerous trades, C. A. Lane named to an English scientific society these chief causes of poisoning, in the order of their importance: (1) Dust from sand papering painted surfaces; (2) dust from mixing white lead with oil; (3) dust from paint dried on overalls; (4) absorption of lead by the mouth from unwashed hands; (5) possibly fumes from burning off old paint. He would avoid lead paints.

METAL CORROSION.

A special equipment for the study of the corrosion of non-ferrous metals has been established at the University of Liverpool by the Corrosion Committee of the Institute of Metals.

OUR RADIOACTIVE ORGANS.

In his investigation of the radioactivity of the organs of the human body, Dr. Albert Cahn of Heidelberg has examined 41 organs from 12 different persons, and every one of them contained some substance that made the air electrically conductive, as shown by the Bercker emanometer. It was concluded that this substance must be radioactive, though possibly not radium itself. The brain, and also the lungs, proved very active; but the heart and liver were less so, and the kidneys and spleen showed only slight activity. The radioactive substance seemed to increase with age and in disease. Little effect was shown from such conditions as social position, occupation, or manner of living, and even locality of living was unimportant. Radioactive substances—the effect of which on the vital activity of the body cells remains to be learned—might come from food and drink, or from the air. The testing emanometer includes a receptacle for the ashes of about 100 grains of the organ under test, and this is connected by electric wires and a rubber tube to a wire electrometer—with a microscope for fine readings—in the circuit of a storage battery.

A DANGEROUS DRESSING.

Medical reports have given many cases of gangrene as a result of dressing wounds with phenol, or carbolic acid. In a recent case, a mixture of petrolatum and phenol was made with no means of accurately gauging the strength, and the preparation was applied to a bruised finger. All seemed to go well for several days. Then gangrene developed, the finger turning completely black, and amputation of the entire finger was necessary.

COPPER PHOTOGRAPHERS.

Photographs on copper have been made by G. Reboul, a French experimenter, by holding a bright sheet of the metal in vapours of chlorine or bromine until a thin film has formed, and then exposing this surface of copper chloride or bromide in the sunlight under a negative. A positive print is made, which, however, soon fades, as no fixing process is yet known.

TEST FOR SMOKELESS POWDER.

Ultra-violet rays from a quartz mercury vapour lamp have been found to accelerate the spontaneous decomposition of smokeless powders and are proposed as a test of the stability of such powders.

ELECTRICITY IN MEDICINE.

Electricity was formerly the mystic remedy of the quack, but since electrical apparatus has become so essential for X-ray work more serious attention has been given by regular physicians to the physiological effects of this powerful agent. Among the notable results has been an electrical method of arresting the degeneration of the arteries so common

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in premature old age. A new announcement is that of Dr. Laborde, a French medical man, who gives details of a method of treating sciatica by ionization with sodium hyposulphite, and shows what appears to be an effective cure for a painful disease. The effects are attributed in this treatment to sulphur oxide from electrolytic decomposition instead of the direct action of the electric current itself.

A thick layer of absorbent tissue saturated with a five per cent. solution of the sodium hyposulphite was covered over a piece of tin as the negative electrode, which was placed on the rear of the thigh over the sciatic nerve. The positive pole, wet with water, was put in contact with the calf of the leg. The patient had been unable to use his legs for ten months, but after ten sittings of forty minutes he could walk a mile, and recovery seems to have been complete.

A GREAT SODA DEPOSIT.

The Soda Lake of East Africa, which it is proposed to reach by extending the Uganda Railway a few miles, has an area of about 30 square miles. A bore-hole to the depth of nine feet has passed through only solid crystallized soda, and the actual depth is much greater than this in places, but on the assumption that this depth is the average over the entire area, it is estimated that the total amount of soda is 200,000,000 tons. Several well-

defined layers—the upper one ten inches thick—have been noted. When a block is cut out, the hole rapidly fills, and it is thought continuous mining could be carried on at a single point for a long time.

PALEOLITHIC CLIFF-ARTISTS

It has long been known that the sculptors of France in the early Stone Age worked in dark caves, many of their remarkable cave drawings having been discovered, but the first known specimens of their art in the open air have just been reported by Lalanne and Breuil. A cliff at Laussel, Dordogne, has sculptures of two horses, a bison, and other animals.

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NO INDIGESTION, NO ANÆMIA, NOW! A WOMAN'S BLAIN STORY OF HOW SHE SUFFERED AND HOW SHE WAS CURED.

GOOD DIGESTION AND GOOD BLOOD,
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MOTHER SEIGEL'S SYRUP.

"I cannot describe the agony I suffered during the eighteen months that I was a victim of Indigestion and Anæmia. The Indigestion seemed to affect me quite suddenly, without any apparent cause. That is the way Mrs. G. de Friedland, of 64, President Street, Germiston, Transvaal, began her letter of November 8th, 1911.

We tell her and we tell you, now, that her Indigestion was caused by a weak and disordered state of her stomach. Her food did not digest properly. As a result, it did not only cause her "agony," but it failed to nourish and actually weakened her. Next the Anæmia appeared, because the undigested food clogged her system and poisoned her blood; her blood became poor; her cheeks and lips pale; her eyes dull and weary.

Going on with her letter, she says: "The slightest exertion quite knocked me up and I became weak and dejected. All kinds of dieting failed to increase my vitality, as I was unable to digest my food, however light, and I had fits of vomiting, which gave me severe bilious headaches. To add to my sufferings, I became very constipated, and no medicines helped me."

If Mrs. de Friedland had tried Mother Seigel's Syrup at the beginning of her troubles, she would have found not only immediate relief but a permanent cure. The medicinal extracts of herbs it contains—more than a dozen of them carefully combined—are especially prepared to relieve and cure Indigestion, Constipation, Anæmia, and all ailments due to disorder of the stomach and bowels.

A LUCKY LAST RESOURCE.

But, she adds: "I came across an advertisement of Mother Seigel's Syrup and as a last resource bought a bottle. My experience with it gave me so great relief and the relief with it, and after the third bottle my system was so toned up and invigorated that all kinds of food were now easy of digestion. My blood was thoroughly purified, all traces of Anæmia disappeared, my bowels were restored to their natural functions."

Mrs. de Friedland tells of her own actual experience. "Why should you not profit by her experience—from the story of her sufferings and her happy cure? Don't blunder about, trying one thing or another when you are ill, but try the standard medicine that cures her—Mother Seigel's Syrup—and which has cured people all round the world for forty years past."

A single other fact she states: "Since then I am in the habit of keeping a bottle of Mother Seigel's Syrup in the house for occasional use, it being an excellent tonic."

Wise woman! An excellent habit! She keeps a good reliable medicine handy! Mother Seigel's Syrup helped her once. It will help her again, if she ever needs it. [72-9]

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ST. SIGEBERT'S CHIMNEY. BY BERNARD CAPES.

(Continued from Page 7.)

St. Sigebert's, an immensely rich foundation, was the last to go, Church, monastery, lazaret, and all. It stood just above. This fragment is supposed, by popular superstition, to be its laundry chimney. Do you see any objection? I shook my head. He burst into a second discordant laugh, and drew me away. "Well, to me," said he vulgarly, "the laundry don't wash."

I was concerned about him. He was certainly in the oddest mood—frowning, spasmodic, wildly boisterous in fits. I really feared his mind was somewhat affected. And then all of a sudden he had veered to the most melancholy sobriety. "I'm glad you've come," said he. "I was going to send for you. The fact is, I'm setting my life on a cast, and I want your help. There's no use in postponing it longer, whether for bliss or damnation. Things have come into my head since I made the great plunge, and I've got to face the responsibilities to which I've committed myself. I've no right to pledge George to a future of dreams—I've arrived at that conclusion. It's not a more substantial security. It's not a question of individuality, but families; and I shouldn't have done it, Tommy—I'd no right to, on my income."

"Dick!" I cried, only half grasping his meaning. "You don't mean to say—"

"I mean to say that I mean what I say," said he. "I'm poor and she's rich; and I want you to help me to a wedding settlement that will put us on equal terms. Will you?"

"O, the devil, yes! Anything you like," said he. "That's proper, then. Only you must do exactly what you're told, and without question. I've studied the matter deeply, in all its bearings, and I stake my future on it."

He moved away a moment, drew his hand across his forehead, then returned to me, a strange light in his face. He had pulled a little duodecimo, in antique leather, from his pocket.

"Look at that," he said. "I bought it during a running visit I paid to town, since I came here. It was a history of the adventures of the redoubtable Captain Aimes, told by himself, and printed for John Ball at the Golden Fleece in Little-Britain in the year 1600."

"Yes," I said wondering. "What about it?"

He took it from my hand.

"It was a passage in this," he said, "that when I came to realise its meaning, fairly laid me out. And it was just love, Tommy, that brought me to realise it. I was lying me down here. There must have been something providential in that; only the device was that like an ass I didn't keep the discovery to myself. I let another into it, and—by the Lord, here he is!"

As he spoke, a figure dodged from behind a sand dune, and with a great affection of casualness, strolled towards us.

"Morning, Mr. Kent," said the newcomer. Then to me: "ope I see you well, sir."

He was a little port-nosed creature in a cloth straw hat, with a brown ribbon, and a crimson tie. His face was tallowy, and his manner savoured of the pavement. Kent, to my amazement, immediately introduced him to me.

"This is Mr. Larkins, a second-hand book dealer, whom you may recall having seen at the studio."

To be sure I vaguely recognised him. Kent's collecting vagaries attracted many an odd fowl to Globe Place.

"You are astonished to meet Mr. Larkins here," said my friend; and if there was any mockery in his tone, it was patent only to a refined perception. "O, I see you don't appreciate what an atmosphere of books engenders."

A library is the ante-room to all sorts of surprises and discoveries. Mr. Larkins will tell you of the lost wills, the secret assignments, the clues to a thousand mysteries that turn up in old folios. He's taking a holiday, five miles away at Felixburgh, by his own account; but I shouldn't be surprised to learn that some deep scheme of treasure-truie is really at the bottom of his visit."

"You may suppose what you like, Mr. Kent," said the bookseller loftily. "The coast's as free to me as to you, I'll venture."

With absolute safety, Mr. Larkins. Are you going fishing to-day? The wind is rising a little. It will be better for a sail, I think."

"I think with you, sir," said the stranger, a stubborn, queer look on his face. "Then," said Kent immediately, "why not join me—us, rather? Miss Lyle and her brother and I are going for a spin."

The bookseller, astonished, but obviously flattered, hesitated; and at that moment there came over the cliff and down the ladder George and her father and Johnny. We all turned silent, as they approached, and I fancied I read some common expression of guilt in the faces of two of the newcomers.

"George and General Lyle," said Kent advancing, "this is the gentleman you have noticed so much about the coast lately. He is a friend of mine—Mr. Larkins. Let me introduce him. He will be glad to come with us in the boat."

Larkins ducked with a puzzled but gratified expression. The General, flushing a little, bowed, and Miss Lyle, obviously bewildered, glanced distressfully at me, and murmured something about its being a perfect day for a sail.

I saw I was in the midst of some conspiracy, and that I had at present no part in it but that of genial ignorance. The politeness among all parties was excessive; but I could not guess its import. Johnny, an expert sailor, was despatched in a cobbler for the yawl, which he brought round masterly to the jetty. He was a precocious and handy little demon.

He and the young lady and Mr. Larkins got in, and Kent followed. As they settled themselves and pushed off, I turned dumbly to question the General's face. He was a fine simple old gentleman, with a conservatism that owed nothing to red tape, and the finest collection of "rubbings" from brasses in the county. His staunchness to his word to my friend was latterly, I was convinced, much exercised. If he were a party to some conspiracy here, it was plain that he was an unhappy one. He looked hang-dog and out of his element. I was moved suddenly to say to him:—"This is the gentleman, I suppose, whom you all suspect of having some claim upon my friend?"

His response was irrelevant and nervous:—"It's working up for a stiff breeze; don't you think so, Mr. Travers? I hope Mr. Larkins is a good sailor."

Then, before I could answer, an odd thing happened. The yawl, its jib and mainmast bellying, was pitching a hundred yards from the jetty, and Kent, who was doing something in the stern, fell overboard. There came a volley of alarmed cries; the boat swept seawards; Kent rose, waved an arm to his companions, signifying that they were not to trouble about him, and struck for the beach. He came ashore, dripping and grinning.

"Kent!" I stammered. "You did it on purpose?"

"O, did I?" he said airily; then added, as enigmatically as his prospective father-in-law:—"Johnny won't let him go. He'll be turned him inside out."

"Richard," said the General, patient and gravely:—"You will justify me in this inhospitality, I trust."

"That's all right, sir," said Kent, just as soberly. "It was about 'ly necessary to get rid of him before we started on our operations."

"Well," said the old soldier with a sigh, "lead on, sir."

My friend went off at once, pioneering us up the steps, and thence along the lip of the cliff towards the "Laundry Flue."

The yawl was already beyond the half; but, even had it not been so, the lift of the ground hid it from us. When we came opposite the great jagged chimney, we descended to the beach once more by way of an irregular path in the steep cliff, whose configurations I made up a screen from observation. At the bottom Kent unearthed from a dusty where he had hidden them, a space and a sack, a dynamite cartridge-firing and a considerable coil of set excitement, fuse. He did not hesitate a moment, but, with a manner—

He fixed the cartridge in place at the very foot of the tower, where it sprouted from the slope, attached the fuse, and, accompanied by us, reascended the cliff, paying out the coil behind him. Arrived at the top, we crouched behind a projecting hummock.

I was in a maze. My heart thumped like steam in a pipe. But with the General, I awaited developments silently.

"Now!" said Kent, "the moment—the cast of the die! Lie close, in God's name!"—and, with the voice of applied match to the fuse. A hiss and splutter went over the cliff edge and vanished; there was an instant's pause, and then there was a sudden shattering alarm that smote into our hearts from below. A spout of dust went up into the sky before our eyes, and we were into rage by the wind; and we all kept to our feet with the forced irresistible cry. Below lay the monster toppled from its base, and where it had stood gaped a jagged hole.

Second, before we could reach him, Kent was down and digging in this hole like a madman.

"Get the mactock, Tommy," he yelled. "Come and—yes—no—My God! My God!"

He fell back gasping, and droveth sweat from his white forehead and staring eyes. We were as sick with excitement now as he was wrought up to wild enthusiasm over some discovery we felt tingling at our spandrels. The General whimpered like a baby, as we laid bare, with scarce an effort, a treasure-trove such as his dreams had never in their wildest flights conceived. Ciburiums, chalices, sacramental vessels, candlesticks, a virgin crown, all of antique craftsmanship, of gold and silver reposed, and many thick with priceless stones—more than I have the memory to recount we disinterred from the sand, that had preserved them through these long ages as lustrous as when they were first heaped and tumbled out of sight, and stuffed them pell-mell into the sack. Not till we had fathomed the lowest possibilities of the discovery did we cease, and, removing every trace of our vandalism, conveyed our inestimable prize homoeck in the offing.

A mere explanation is very simple," said Kent an hour later, when we had secured our find in safety. "It occurs in this book" (he tapped lovingly the duodecimo of 1606, and went on half quoting, half adapting from its pages), "wherein is related by the Captain—peace to his Manes!—how his wanderings once brought him acquainted, on the Spanish main, with a certain aged priest, who lay a-dying with a heavy burden on his conscience. Which priest, being urged, spoke to the following effect: 'Years before, says he, he had confessed a stricken and penitent sinner, receiving from his own admittance, had been a monk of St. Sigebert's Priory in Fermoze, near to the time of the threatened destruction; and, foreseeing very clearly the doom of his house, the devil had planted a wicked thought in his heart, already inclined to evil and covetousness. On a night of storm and terror he had stolen the sacramental treasures and sunk them in the Priory well, designing to return, when all had fled, and recover his ill-famous spoil. The waters, however, unexpectedly subsiding, the exodus was postponed, and the vile deed stultified. But the loss being discovered, though not the treasure, was charged to the Prior's niece, who, lacking the defence of a good character, and in default of

restitution, was burnt for sacrilege in the Lazar ditch. Whereupon, conscience-stricken, the monk had fled, and taken to the high seas, where he became a pirate; and, being presently found at death's door by his brother's iniquity, bid confess to him in his own time to make restitution for him. This, however, the poor priest, having neither the means nor the opportunity to acquit himself of his trust, was prevented from doing, until at the last the roving Captain, having heard his story, undertook to visit the spot and act as his deputy in the matter."

Now honest Aimes, it appears, gave little credence to what he considered a mere delirium or hallucination of the brain; yet, once, being landed in Suffolk near to the spot named, he did actually take the trouble to examine into the business, but only to find the sea come in. St. Sigebert's dying memory, and the one token left of its existence the fragment of a great chimney under the cliff, and apart from it."

"Under the cliff, and apart from it," repeated Kent at this point, looking at us significantly.

"Yes!" said the General ecstatically. "Well," said my friend, grinning, "that satisfied Captain Aimes—at least of the uselessness of looking farther."

"Why not?" I asked, only to urge him on.

"Why, Tommy," said Kent, "what did a chimney do sticking out under a cliff, acres of which cliff on the seaward side had been washed away?"

He jumped to his feet, with a roar. "It was the well, gentlemen, the well, washed clean out of the ground, standing by the last storm that tore the Priory from under the very feet—if they had remained there—of its devoted brotherhood!"

A magnificent pause followed.

"And where does Mr. Larkins come in?" I asked at length at last.

Kent burst into a great laugh. "The cockney?" he cried:—"O, the little wench! Why, I told you I bought the book of it in his shop that morning. Why," says I to him, gasping over my tremendous idea. 'I believe I can put my hand on this same treasure; I believe I know where the well lies!' and I showed him the passage. By thunder, sir! I never thought he would follow me; but he did, and made no secret of it, the little indomitable rascal. 'A fair field and no favour, sir,' says he. 'It's as much my chance as yours.' Then I had to mislead him. I went sounding the sea all off the coast; as if there were my object, with a long plumb; and he went fishing too. He was no sailor, that's the truth; but he stuck to it and me, and I didn't dare show my hand so long as he was watching. At last, you being determined to play my trump, come, and took the General—to whom I had already given a veiled hint or two of my confidence. General, you will pardon me. You gave me George on trust, sir, and I hope you'll think I've vindicated this find, at the least, and all the laws regarded, must mean thousands to us. And it occurred on your land."

"Hi!" came a shrill voice from below; "won't you come and help your friend home, Mr. Dick? He's too hoastly sick to move."

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, the 27th inst., at 1 P.M. will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on SATURDAY, the 1st June, afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before SATURDAY, the 8th June, otherwise they will not be recognised.

S. MORIMOTO, Agent.

Hongkong, 25th May, 1912. [756]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE."

FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that an AVERAGE BOND IS LYING AT THE OFFICE OF THE UNDERSIGNED FOR SIGNATURE AND A DEPOSIT OF 5 per cent. is to be made before counter-signing Bills of Lading and that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 5th June, at 9.30 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th June, or they will not be recognised.

No Fire Insurance has been effected.

ARNOLD, KASBERG & Co., General Agents.

Hongkong, 28th May, 1912. [765]

INTIMATION

SOLIGNUM.

Made in several shades of Brown, Green and Red.

SOLIGNUM is the best preservative of wood from decay, dry rot and worms. It is easily applied, has great covering power, and possesses antiseptic and disinfecting properties which render it particularly suitable for all woodwork of Hospitals, etc.

SOLIGNUM IS DEATH TO THE WHITE ANT.

The whole of the superstructural woodwork of the New Star Ferry Pier at Hongkong has been treated with "Solignum."

Sole Agents for Hongkong, Canton and South China:

STEMSSEN & Co.,
(MACHINERY DEPT.),
HONGKONG AND CANTON.

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NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 27th May, 1912. [5]

FROM EUROPE

THE H.A.L. Steamship

"ALEXIA,"
Captain Habel, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within 7 days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Warner" from Norrköping.
Ex s.s. "Malaga" from Göteborg.
Ex s.s. "Kurt" from Stettin.
Ex s.s. "Fransiska" from Stettin.
Ex s.s. "Norge" from Göteborg.
HAMBURG-AMERICA LINE E, Hongkong Office.

Hongkong, 29th May, 1912. [767]

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th June, at 9.30 A.M.

All Claims must reach us before the 12th June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. "Dandolo" from Venice.

Ex s.s. "G. Wernmann" from Africa.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 29th May, 1912. [5]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"DILWARA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 30th May, 1912. [769]

SHIPPING IN PORT.

STEAMERS.

AJAX, British str., 4,477, Williamson, 26th May—Liverpool and Singapore 29th May, General.—Butterfield & Swire.

ALEXIA, German str., 3,228, Habel, 26th May—Singapore 29th May, General.—Hamburg-America Line.

ANGHIN, German str., 1,005, C. Kumpel, 27th May—Bangkok and Szentot 29th May, Rice.—Butterfield & Swire.

ARCADIA, German str., 3,900, A. Luning, 28th May—Hankow 30th May, General.—Hamburg-America Line.

CARL DIEDERICHSEN, German str., 774, CR. Jorgensen, 27th May—Hohow 28th May, Coal and General.—Jensen & Co.

CATHERINE APCAR, British str., 1,730, E. W. Hamlyn, 27th May—Calcutta 11th May, General.—David Sassoon & Co.

CHIYUN, Chinese str., 1,177, Jamieson, 26th May—Shanghai 22nd May, General.—Chinese.

CHRYBANG, British str., 1,222, M. Courtney, 21st May—Shanghai 17th May, General.—Jardine, Matheson & Co.

CHUNSHAN, British str., 1,418, G. P. Mattock, 27th May—Hongkong 28th May, Coal.—Jardine, Matheson & Co.

DAIO MARU, Japanese str., 804, Y. Somekawa, 26th May—Swatow 28th May, General.—Osaka Shosen Kaisha.

DIWANA, British str., 3,460, W. J. Bishop, 30th May—Moji 28th May, General.—David Sassoon & Co., Ltd.

DUNERIE, British str., 1,210, John J. Lalloek, 26th May—Kobe 22nd May, None.—Bank Line, Ltd.

EYRIKSEN, Norwegian str., 1,424, Argenson, 26th May—Newchwang 14th May, —Mitsui Bussan Kaisha.

EXPLETIA, British str.,

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.),
VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

| | |
|------------------------|--|
| FOR MANILA. | FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.). |
| ORTERIC 7th June | ORTERIC 7th June |

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offered.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 180. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the
quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. DUNERIO 3,000 tons End of May, 1912.
And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 10th June.
FROM COLOMBO: 10th June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS. (42-43-44)

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.
Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular,
Civil Service, on application.

| STEAMERS. | Tons | Starting | 1912 |
|-----------|--------|----------|-------------------------------|
| PERFIA | 9,000 | " | TUESDAY, 11th June, at 1 P.M. |
| KOPEA | 18,000 | " | TUESDAY, 18th June, at 1 P.M. |
| SIBERIA | 18,000 | " | TUESDAY, 2nd July, at 1 P.M. |
| CHINA | 27,200 | " | TUESDAY, 9th July, at 1 P.M. |
| MANCHURIA | 27,200 | " | TUESDAY, 16th July, at 1 P.M. |
| NILE | 11,000 | " | TUESDAY, 30th July, at 1 P.M. |
| MONGOLIA | 27,000 | " | TUESDAY, 6th Aug., at 1 P.M. |
| PERFIA | 9,000 | " | TUESDAY, 27th Aug., at 1 P.M. |

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

| HONGKONG TO CANTON. | CANTON TO HONGKONG |
|---------------------------|--------------------|
| SATURDAY, 1st JUNE, 1912. | |
| 8 a.m. "HONAM" | 8 a.m. "HEUNGSHAN" |
| 10 p.m. "HEUNGSHAN" | 5 p.m. "KINSHAN" |
| SUNDAY, 2nd JUNE, 1912. | |
| 10 p.m. "FATSHAN" | 4 p.m. "HEUNGSHAN" |

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 3 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 2nd JUNE.

The Company's Steamship "HEUNGSHAN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 3 p.m., landing at Canton Steamers' Wharf.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

MONDAY, 3rd JUNE.

The Company's Steamship

"SUI AN."

Will make an excursion trip to Macao, leaving Hongkong at 9 a.m. from Wing Lok
Street Wharf, and returning from Macao at 4 p.m. Usual Excursion Fare.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG" 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM" 538 tons, and S.S. "NANNING" 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANULI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier. (143)

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION | STEAMER | TONS | DATE OF SAILINGS |
|-----------------------------------|----------|-------|------------------|
| SHANGHAI, YOKOHAMA, KOBE and MOJI | "CANTON" | 6,500 | On 29th June. |

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.
YORK BUILDINGS, TOP FLOOR.



PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|-----------------------------------|----------------------|
| ROBI | 4000 | S. A. Crosby | Manila, Mangarin, Iloilo and Cebu | On 10th June, 4 P.M. |
| ZAFIRO | 4000 | M. C. Smith | Manila, Mangarin, Iloilo and Cebu | On 20th June, 4 P.M. |

For Freight or Passage, apply to
HONGKONG 1st June, 1912. SHEWAN TOMES & Co., General Managers, PHILIPPINES S.S. Co. (13)



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU 21,000 tons.
S.S. CHIYO MARU 21,000 tons.
S.S. SHINYO MARU 21,000 tons.

S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Festive River Canons—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at
Hongkong according to the dates of sailing pointed below.
First-class steamers manned by European crews only.

Low passage rates.
Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and
fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and
medicaments free.

PROJECTED SAILINGS FROM HONGKONG:

| HOMEWARD. | OUTWARD. |
|---|---|
| VIA | VIA |
| SINGAPORE, PENANG, COLOMBO, JIBUTI, HODEIDA, JEDA, PORT-SAID, BETHROUT, CONSTANTINOPLE, THEODOSIA, BATOUK, ODESSA. | NAGARAKI, VLADIVOSTOK. |
| S. S. | S. S. |
| "KOURSK" 6,400 R.T. Commander G. Padalka, 16-17 June | "PERM" 4,143 R.T. Commander J. Kahlan, 13-14 June |
| "PERM" 4,149 R.T. Commander J. Kahlan, 27-28 July | "NOVIGOROD" 3,367 R.T. Com- mander S. Kostromitsoff, 8-9 Aug. |
| "NIJNI-NOVGOROD" 3,367 R.T. Commander S. Kostromitsoff, 10-11 Sept. | "VORONEJ" 5,616 R.T. Commander Ret. Rear Admiral P. Oranovsky, 3-4 Sept. |
| "VORONEJ" 5,616 R.T. Commander Ret. Rear Admiral P. Oranovsky, 5-6 Oct. | "KOSTROMA" 3,505 R.T. Commander V. Petroff-Tokareff, 29-30 Sept. |
| "KOSTROMA" 3,505 R.T. Commander V. Petroff-Tokareff, 31 Oct.-1 Nov. | "YAROSLAVL" 4,494 R.T., Commander- L. Alexeeff, 22-23 Oct. |
| "VLAVL" 4,494 R.T. Commander Alexeeff, 23-24 Nov. | "KOURSK" 6,400 R.T. Commander G. Padalka, 22-23 Nov. |
| "KOURSK" 6,400 R.T. Commander G. Padalka, 21-22 Dec. | "PERM" 4,142 R.T. Commander J. Kahlan, 12-13 Dec. |
| | "VLADIMIR" 2,620 R.T. Commander Ret. Rear Admiral J. Skalsky, 25-26 Dec. |

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-
Tsuruga and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express
Trains. Also a line between Vladivostok and Kamohatka and Saghalin ports.
For Freight, passages and further particulars, apply to
CAPTAIN D. A. LUKHMANOFF, AGENT,
HOTEL MANSIONS, Nos. 12/A and 14, Third Floor.

717 TELEPHONE No. 1224.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY EAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ and PORT SAID.
S.S. "AFRICA" 8,870 tons, will leave as above on 19th June, at 6 p.m.

TO SHANGHAI.
S.S. "AFRICA" 8,840 tons, will leave as above on 4th June, at Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap
rates. Hongkong-Trieste Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside
Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

These steamers are fitted with comfortable one class accommodation for saloon-
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Princes' Building. (155)

CHURCH SERVICES.

UNION CHURCH.—Kennedy Road, Minister:
Rev. C. H. Hickling. 11 a.m.; Worship,
Hymns 20, 225, 477; Chant 26; Anthem,
"Leave us not" (Stainer). 6 p.m., Psalm 100;
Hymns 223, 273, 264, 272.
St. JOHN'S CATHEDRAL, Hongkong, 2nd
June, Trinity Sunday. Holy Communion
(7 a.m. and 8.15 a.m.) Matins 11 a.m.;
(Full Choir). Responses, Festival; Veni
Gloss; Psalms of the 2nd morning (1); Te
Deum, Stanford in B. flat; Jubilate, Ayrton in
E.; Anthem, "Holy, holy, holy." Stanford
E.; Holy Communion (11.45 a.m.). Kyrie, Stan-
ford; Hymns 169, 160. N.B.—Psalm, 9, verses
1, 2, 7, 8, 19, 20 in unison; 10 verses 1, 2, 7, 10,
13, 14, 20 in unison; 11, verses 1, 7, G. P. in
unison; Hymn 160, verses 2, 4 in unison.
Evening (6.45 p.m.): Responses, Festival;
Psalms of the 2nd evening 1; Magnificat,
Haverall (7th evening); Nunc Dimittis, Fe-
ton; Hymns 163, 36, 161.
St. ANDREW CHURCH, Kowloon.—Sunday,
2nd June, 1912. (11 a.m.) Morning Prayer,
Hymn 160; Venite, 11 Day Goss; Psalm, 2nd
Morning; Psalm 1X, Oakley; Benedictus,
Langdon; Kyrie, No. 4; Responses, Festival;
Hymns 163, 161, 172. Holy Communion at
Noon. (6.00 p.m.) Evening Prayer, Hymn
176; Psalms, 2nd Evening; Psalms, XII and
XIII, Turle; XIV, Blinoff; Magnificat,
Haraby, Day 28 m.p.; Hymns 164, 217, 179;
Vesper Hymn.

WEATHER REPORT.

On the 31st at 11.40 a.m.—Fath deprecia-
tions have moved Eastward, the first to the N.E.
of Hokkaido, the second to the Loochoos

Pressure has, in consequence, decreased
moderately over these districts and has not
over Manchuria and the E. coast of China.
pressure has also decreased slightly over Indo-
China and the Philippines.

Light or variable winds may be expected
along the East coast of China, and the
Eastern portion of the China Sea.

Hongkong rainfall for 24 hours ending at
10 a.m. to-day, 0.12 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:

| District | FORECAST. |
|--|-----------------------------|
| Hongkong & Neighbourhood | (Variable winds, moderate.) |
| Formosa Channel | Same as No. 1. |
| South coast of China between Hongkong and Loochoos | Same as No. 1. |
| South coast of China between S. winds, light Hongkong and Hainan | to moderate. |
| S.W. or variable winds, light; fair to stormy. | |

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers
and Fancy.

Finest Muslins, Plain and
Dotted.

Embroidered Materials, &c., &c.
You will find our range incomparable for
Quality, Style and Price.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zealand Street, Hongkong.
Hongkong, 13th May, 1912. (50)

FOR SALE

BUILDING SITE FOR SALE.

MOUNT GOUGH ROAD AT THE PEAK.

A SITE already formed—about 20,500 feet,
15 minutes from Tram Station, practically
on the level the whole way. No Crown rent.
Unique opportunity for acquiring a cheap site.
Apply to—
LEIGH & ORANGE,
Princes' Building,
Hongkong, 31st May, 1912. (775)

A BIG PIECE OF LAND

FOR SALE.

A Piece of LAND situated in the Yunnan
Province, in the District of Mung Tse,
opposite the East Gate, surrounded with Trees.
Apply to—
ME. OUYANG YING HON,
Office, WING ON CO.,
209, Des Voeux Road,
Hongkong.

Hongkong, 15th May, 1912. (714)

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, VIEW POST
CARDS, FLOWER SEEDS,
CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of
BABY DOLLS.
Also for Sale
A few rare Yunnan Provisional Stamps of
1 cent POSTAL, 2 cent and 5 cent
surcharged Out Stamps.

452

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Nikko Maru* (Austra-
lian Line) left Nagasaki for this port on the
31st May, and is expected here on the 4th June.

The N.Y.K. str. *Kitany Maru* (Euro-
pean Line) left Shanghai for this port on the
31st May, and is expected here on the 3rd June.

The N.Y.K. str. *Tanaka Maru* (Euro-
pean Line) left Singapore for this port on the
30th May, and is expected here on the 4th June.

The N.Y.K. str. *Tamba Maru* (Ameri-
can Line) left Kobe for this port via
Moji and Shanghai on the 31st May, and
is expected here on the 9th June.

The N.Y.K. str. *Jinsen Maru* (Calcutta
Line) left Singapore for this port on the
27th May, and is expected here on the 2nd June.

The N.Y.K. str. *Kirin Maru* (Calcutta
Line) left Kobe for this port via Moji
on the 31st May, and is expected here on the 7th June.

The N.Y.K. str. *Bombay Maru* (Bom-
bay Line) left Kobe for this port via
Moji on the 31st May, and is expected
here on the 7th June.

The H.A.L. str. *Sergiova* left Singapore
on the 30th May, p.m., and may be ex-
pected here on or about the 3th June,
a.m.

PASSENGERS.

ARRIVED.

Per *Chipsall*, from Tientsin, Lieut.
Dryer.

Per *Kaifong*, from Manila, Mr. Bury,
Messrs. A. and R. Ramos, Mr. and Mrs.
Haskell, Mr. W. J. Kutz, Mr. G. O.
Wagerrell, Mr. and Mrs. T. W. Howe,
Mr. and Mrs. A. Fiske and child, Mr.
T. Velasquez, Mr. Brown and baby,
Misses B. R. and M. R. Joslin and Mr.
T. E. Eaglesonne.

SHIPPING

ARRIVAL.
 BUELOW, German str., 3,000, H. Formes, 31st May—Shanghai and Hongkong, Gen. Agent—Melchers & Co.
 O. DIEBOLD, German str., 31st May—Canton.
 CHIPPING, British str., 1,100, Moonoy, 30th May—Tientsin and Hongkong, General Agent—Jardine, Matheson & Co.
 HAINUN, British str., 641, A. Stewart, 31st May—Swatow and Hongkong, General Agent—Jardine, Matheson & Co.
 HELENE, German str., 7th, Jesson, 31st May—Hobow 20th May, Rice and Sugar—Jensen & Co.
 HIROSHIMA, Maru, Japanese str., 2,035, S. Hirase, 31st May—Moji 26th May, General Agent—Nippon Yusen Kaisha.
 KARONG, British str., 987, J. V. Sidford, 31st May—Manila 26th May, General Agent—Butterfield & Swire.
 LINAN, British str., 31st May—Canton.
 JESON, Maru, Japanese str., 2,420, S. Horiye, 30th May—Moji 21st May, General Agent—Mitsui Bussan Kaisha.

HONKONG TIDE TABLE.

AT THE HARBOUR MASTER'S OFFICE.
 31st May
 BUELOW, German str., for Europe.
 CHIPPING, British str., for Canton.
 DUNERIE, British str., for Singapore.
 FAZILKA, British str., for Rangoon.
 GLENFALCON, British str., for Amoy.
 HIROSHIMA MARU, Jap. str., for Cebu.
 KORE MARU, Japanese str., for Moji.
 PORTLAND, German str., for Swatow.
 PROFIT, Norwegian str., for Haiphong.

DEPARTURES.

31st May
 ALESIA, German str., for Yokohama.
 ANDRE RICKMERS, Ger. str., for Kobe.
 E. F. FEINLAND, Ger. str., for Spore.
 HAICHING, British str., for Swatow.
 HALYARD, German str., for Bangkok.
 FUKU MARU, Japanese str., for Watsui.
 KATIE, German str., for Amoy.
 PERISA, Austrian str., for Yokohama.
 ROKOSAN MARU, Jap. str., for Fochow.
 SINGAPORE, British str., for Haiphong.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. *Persia* due to arrive at Hongkong on the 3rd June, between 4 and 6 a.m.
 The P.M. str. *Korea* from San Francisco sailed from Yokohama on the 23rd May (carrying U.S. mails), en route to Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 10th June.
 The P.M. str. *Siberia* left San Francisco on the 20th May, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 21st June.

THE AUSTRALIAN MAIL.
 The E. & A. str. *Empire* from Sydney, etc., left Port Darwin on the 23rd May, for Manila and this port.
 The E. & A. str. *Aden* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).

THE CANADIAN MAIL.
 The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd May, a.m.

MERCHANT STEAMERS.
 The P. & O. str. *Sinla* left Singapore for this port on the 24th May, at 6 a.m., and is due here on the 2nd June, at 9 a.m.

The *Apur* str. *Arcton* from Kobe left Moji on the 29th May, p.m., and may be expected here on or about the 2nd June.

The A.L. str. *Africa* left Singapore for this port on the 20th May, and will arrive here on the 3rd June.

The str. *Japan*, from Calcutta, left Singapore on the 24th May, p.m., and may be expected here on or about the 4th June.

SWIRE LINE.
 The *Kwong* str. from Shanghai, is due in Hongkong 2nd June.
 The *Manmouthe*, from London, is due in Hongkong 3rd June.
 The *Namsang*, from Calcutta, is due in Hongkong 10th June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.
 The *Muttra*, from Rangoon, is due in Hongkong 7th June.

The *Mogul* line str. *Athal* left the United Kingdom on the 26th May, for Hongkong via the Straits.

The *Ben* line str. *Bencluch* from Antwerp, Middlesbrough and London left Singapore on the 29th May for this port.
 The str. *Indra* passed the Suez Canal on the 10th May, and is due here on or about 6th June.

The str. *Glenroy* passed the Suez Canal on the 10th May, and is due here on or about 8th June.

The American & Manchurian Line str. *Kanaz* passed the Suez Canal on the 21st May, and is due here on or about 19th June.

The P. & O. str. *Kipsa* sailed from Valparaiso, Chili, on the 8th May for Hongkong and is expected here on the 28th July.

The Swedish East Asiatic str. *Canton* left Suez on the 29th May, and is expected here on or about the 29th June.

HONGKONG TIDE TABLE.

From 1st to 7th June, 1912.

| Days of Week | Days of Month | HIGH WATER. | | LOW WATER. | |
|--------------|---------------|------------------|--------|------------------|--------|
| | | H'kong Mean Time | Height | H'kong Mean Time | Height |
| Sat | 1 | h. m. 9 7 | 7 2 | h. m. 2 46 | 3 2 |
| Sun | 2 | h. m. 9 35 | 3 8 | h. m. 4 52 | 0 6 |
| Mon | 3 | h. m. 10 5 | 7 2 | h. m. 6 18 | 0 8 |
| Tues | 4 | No infer. 10 38 | 7 0 | No infer. 7 5 | 1 0 |
| Wed | 5 | No infer. 11 15 | 6 6 | No infer. 7 56 | 1 2 |
| Thurs | 6 | No infer. 11 53 | 6 2 | No infer. 8 51 | 1 4 |
| Fri | 7 | No infer. 0 58 | 5 7 | No infer. 9 44 | 1 6 |

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| DESTINATIONS. | VESSEL'S NAMES. | FLAG & REG. | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO | | TO BE DESPATCHED. |
|--|--|----------------------------------|----------------------------------|----------------------|------------------------------|---------------------------|-------------------|
| | | | | | FOR FREIGHT APPLY TO | TO BE DESPATCHED. | |
| 1. From Green Island to the Harbour Master's | 2. From Harbour Master's to Blake Pier | 3. From Blake Pier to Naval Yard | 4. From Naval Yard to East Point | | | | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Jas. McMillan | SHEWAN TOMES & Co. | On 5th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | E. P. Martin, R.M.S. | P. & O. S. N. Co. | On 8th inst., at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | R. A. Peters | P. & O. S. N. Co. | About 17th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Bremer | JARDINE MATHESON & Co., Ltd. | About 30th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 29th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 6th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 2nd inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 5th inst., at D'light. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 13th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 28th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 4th inst., at 4 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 13th inst., at 1 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 25th inst., at 1 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 1st inst., at 9 a.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | About 15th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | About 6th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-day, at 6 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 7th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 22nd inst., at 6 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 4th inst., at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 11th inst., at 1 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 18th inst., at 1 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 6th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 15th inst., at 10 a.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 7th inst., at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-day, at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 3rd inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 5th inst., at 5 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | About 25th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 5th inst., at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | Quick despatch. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 4th inst., at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 10th inst., at 4 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-day, at M'night. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-morrow, at Daylight. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 3rd inst., at D'light. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 4th inst., at D'light. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 5th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 6th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | About 6th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | About 7th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 8th inst., at M'night. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 10th inst., at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | About 13th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 29th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | Quick despatch. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 5th inst., at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-morrow, at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-day, at 4 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-morrow, at 10 a.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 4th inst., at 11 a.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 7th inst., at 11 a.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 11th inst., at 11 a.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-day, at 2 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 4th inst., at 4 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 8th inst., at 2 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 10th inst., at 4 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 20th inst., at 4 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | Quick despatch. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 10th inst. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-day, at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | To-day. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 4th inst., at 3 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 13th inst., at Noon. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 5th inst., at 4 p.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | Middle of June. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 6th inst., at 9 a.m. | |
| LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | LONDON & ANTWERP | Kokern | HAMBURG-AMERICA LINE | On 5th inst., at 9 a.m. | |

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STRAMERS | DATE | TIME |
|------------------------------|-------------|-----------------------------|------|
| MANILA | "YUNGSANG" | Saturday, 1st June, 2 p.m. | |
| SHANGHAI via SWATOW | "HANGSANG" | Sunday, 2nd June, D'light. | |
| TIENSIN via WEIHAWEI | "CHIPPING" | Tuesday, 4th June, Noon. | |
| SANDAKAN | "MAUSANG" | Wednesday, 5th June, 4 p.m. | |
| SHANGHAI KOBE & MOJI | "LOONGSANG" | Saturday, 8th June, 2 p.m. | |
| SINGAPORE, PENANG & CALCUTTA | "NAMSANG" | Monday, 10th June, Noon. | |
| SINGAPORE, PENANG & CALCUTTA | "FOOKSANG" | Thursday, 13th June, Noon. | |

RETURN TOURS TO JAPAN.
 (OCCUPYING 24 DAYS).
 The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Hongkong and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chafoo, Hainan and Newchwang.
 Taking Cargo on Through Bills of Lading to Kuantai, Lahad, Datu, Simpona, Tawao, Sulu, Jasson and Labuan.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**
 HONGKONG, 1st June, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.
 The S.S. "MUTTRA," 4,644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBE on 7th June, at Noon, to be followed on 15th June, by S.S. "FULTALA," 4,154 tons, Captain Chidley, taking Cargo and Passengers at Current Rates.

WESTWARD.
 The S.S. "FAZILKA" will leave HONGKONG for SINGAPORE, PENANG and RANGOON on 1st June, at Noon, followed by the S.S. "ITOLA" on 10th June, taking Cargo and Passengers at Current Rates.
 The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**
 Telephone No. 215, HONGKONG, 20th May, 1912.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| FOR | STRAMERS | DATE OF DEPARTURE |
|-----------------------------|-----------------|-------------------|
| SHANGHAI, KOBE & YOKOHAMA | "MONMOUTHSHIRE" | About 7th June. |
| LONDON, ROTTERDAM & ANTWERP | "DENBIGHSHIRE" | About 30th June. |

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**
 AGENTS.
 HONGKONG, 1st June, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912

"MONTEAGLE" SAT., 1st June.

"EMPRESS OF INDIA" SAT., 2nd June.

"EMPRESS OF JAPAN" SAT., 13th July.

"MONTEAGLE" SAT., 3rd Aug.

Steamships leave HONGKONG at 6 p.m.

The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship) \$43

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTEAGLE" also Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|--------------------------------------|---------------------|----------------------------|
| SHANGHAI, MOJI, KOBE, SIMLA AND YOKOHAMA | ARCADIA Capt. C. D. Goldsmith R.N.R. | Daylight, 3rd June. | Freight and Passage. |
| SHANGHAI | ARCADIA Capt. S. Barham | About 6th June. | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | DELTA Capt. E. P. Martin, R.N.R. | Noon, 8th June. | See Special Advertisement. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | SYRIA Capt. R. A. Peters | About 17th June. | Freight and Passage. |

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 30th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|-------------------------------|-----------|----------------------|
| AMOY, NINGPO and SHANGHAI | "ICHANG" | On 1st June, 4 p.m. |
| SHANGHAI | "LINAN" | On 1st June, 4 p.m. |
| MANILA, CEBU and ILOILO | "KAIFONG" | On 4th June, 4 p.m. |
| HAIPHONG | "SINGAN" | On 6th June, 4 p.m. |
| SHANGHAI | "CHINHUA" | On 6th June, 4 p.m. |
| SHANGHAI | "ANHUI" | On 8th June, 4 p.m. |
| WEIHAIWEI, TIENSIN, "HUICHOW" | "HUICHOW" | On 10th June, 4 p.m. |

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Morning.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 1st June 1912.

BUTTERFIELD & SWIRE,
AGENTS

HAMBURG-AMERIKA LINIE

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

| | |
|--------------------|------------|
| S.S. SEGOVIA | 6th June. |
| S.S. SILESIA | 30th June. |
| S.S. FUERST BUELOW | 27th June. |
| S.S. GLODENFELS | 14th July. |
| S.S. SUEVIA | 29th July. |

For Further Particulars, apply to—

HOMeward.

| | | |
|------------------------------------|----------------|------------|
| For MARSEILLES, HAVRE & HAMBURG: | S.S. SITHONIA | 3rd June. |
| For HAVRE, BREMEN & HAMBURG: | S.S. SCANDIA | 6th June. |
| For MARSEILLES, HAMBURG & ANTWERP: | S.S. ANDALUSIA | 13th June. |
| For ROTTERDAM, HAMBURG & ANTWERP: | S.S. BAYERN | 18th June. |
| For MARSEILLES, HAVRE & HAMBURG: | S.S. LIBERIA | 28th June. |
| For ROTTERDAM, HAMBURG & ANTWERP: | S.S. BADENIA | 29th June. |
| For HAVRE, BREMEN & HAMBURG: | S.S. ALESIA | 2nd July. |

HAMBURG-AMERIKA LINIE,
Hongkong Office.

H. K. 1st June, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ALDENHAM | On 31st May. | On 6th June. |
| EMPIRE | On 26th June. | On 20th July. |
| ST. ALBANS | On 26th June. | On 20th July. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|------------|----------------------|--------------------------------|
| "HAITAN" | Capt. J. S. Roach | TUESDAY, 4th June, at 11 A.M. |
| "HAIFANG" | Capt. J. W. Evans | FRIDAY, 7th June, at 11 A.M. |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 11th June, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

| | | |
|-----------|---------------------|---------------------------------|
| "HAIMUN" | Capt. A. B. Stewart | SUNDAY, 2nd June, at 10 A.M. |
| "HAIFANG" | Capt. J. W. Evans | WEDNESDAY, 5th June, at 11 A.M. |

Steamers will arrive at and depart from the Company's Wharf (near Police Station). During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 1st June, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|------------------------------|
| TENYO MARU | E. Bent | TUESDAY, 4th June, NOON. |
| SHINYO MARU | H. B. Smith | TUESDAY, 25th June, at Noon. |
| CHIYO MARU | W. W. Greene | TUESDAY, 23rd July, at Noon. |
| NIPPON MARU | A. G. Stevens | TUESDAY, 13th Aug., at Noon. |

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BOYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | TONS | DATE OF SAILING. |
|---------------|--------|-----------------------------|
| HONGKONG MARU | 11,000 | FRIDAY, 7th June, NOON. |
| KIYO MARU | 17,500 | TUESDAY, 6th Aug., at Noon. |
| BOYO MARU | 10,500 | FRIDAY, 4th Oct., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

| FOR | STEAMERS | TONS (Gross reg.) | LEAVES |
|---|----------------|-------------------|--------------------------------|
| VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA | "CHICAGO MARU" | 6,182 | THURSDAY, 13th June, at 1 p.m. |
| | "TACOMA MARU" | 6,178 | THURSDAY, 11th July, at 1 p.m. |
| | "SEATTLE MARU" | 6,182 | THURSDAY, 8th Aug., at 1 p.m. |
| VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA | "CANADA MARU" | 6,064 | TUESDAY, 25th June, at 1 p.m. |
| | "PANAMA MARU" | 6,059 | TUESDAY, 23rd July, at 1 p.m. |
| | "MEXICO MARU" | 6,064 | SATURDAY, 17th Aug., at 1 p.m. |

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—
From Manila G. \$130.00
From Hongkong, Shanghai and Keelung G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco G. \$110.00

The Co.'s Newly Built Steamers have fast speed. Superior accommodation forsteering Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Luggage and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES |
|-----------------------------|--------------|-------------------------------|
| TAMSAI VIA SWATOW and AMOY | "DAIGI MARU" | SUNDAY, 2nd June, at Noon. |
| FOOCHOW VIA SWATOW and AMOY | "KAJO MARU" | WEDNESDAY, 5th June, at Noon. |

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave to | Leave | Connecting Steamers from | Due | Due |
|----------|----------|--------------|--------------------------|---------------------------|----------------------|
| | Colombo | Hongkong | Colombo to | Marshall's | London |
| | | | Marshall's & London | (Brindisi 2 days earlier) | (London 1 day later) |
| Steamer | Tons | Leave | Steamer | Tons | Leave |
| DELTA | 8000 | June 8 | MACEDONIA | 10500 | SUNDAY July 7 |
| ARCADIA | 7000 | June 22 | MOREA | 11000 | July 13 |
| ASSAYE | 7500 | July 6 | MAREMMA | 10500 | July 27 |
| DEVANHA | 8000 | July 20 | MOLDAVIA | 10500 | Aug. 4 |
| DELTA | 8000 | August 3 | MALWA | 10500 | Aug. 18 |
| EGYPT | 8000 | August 17 | MALWA | 10500 | Sept. 1 |
| | | | MONGOLIA | 11000 | Sept. 7 |
| ARCADIA | 7000 | August 31 | MEDINA | 12500 | SATURDAY Sept. 21 |
| ASSAYE | 7500 | September 14 | MALWA | 11000 | Oct. 5 |
| DEVANHA | 8000 | September 28 | MOLTAU | 10000 | Oct. 12 |
| INDIA | 8000 | October 12 | MACEDONIA | 10500 | Oct. 19 |
| | | | | | Nov. 1 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £35.55 SINGLE £52.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

| STEAMERS | Leave | Due |
|----------|----------|--------------|
| | Hongkong | LONDON |
| | Tonnage | about |
| SYRIA | 7000 | June 17 |
| NORE | 7000 | June 26 |
| SIMLA | 6000 | July 10 |
| NUBIA | 6000 | September 4 |
| SARDINIA | 7000 | September 18 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.00 SINGLE £82.10 RETURN.
2nd SALOON £27.50 SINGLE £41.10 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,
Acting Superintendent

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS | SAILING DATE: |
|---|-----------------------------------|-------|------------------------------------|
| MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID | KITANO MARU Capt. F. E. Cope | 9,000 | WEDNESDAY, 5th June, at Daylight. |
| | IYO MARU Capt. R. Takeda | 7,000 | WEDNESDAY, 19th June, at Daylight. |
| VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | KAMAKURA MARU Capt. K. Soyeda | 7,000 | TUESDAY, 4th June, at 4 p.m. |
| | TAMBA MARU Capt. S. Wada | 7,000 | TUESDAY, 18th June, at 4 p.m. |
| SYDNEY and MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | NIKKO MARU Capt. M. Yagi | 6,000 | FRIDAY, 7th June, at Noon. |
| | KUMANO MARU Capt. M. Winkler | 6,000 | FRIDAY, 5th July, at Noon. |
| BOMBAY VIA SINGAPORE, COLOMBO and COLOMBO | BOMBAY MARU Capt. M. Winkler | 5,000 | MONDAY, 10th June |
| KOBE and YOKOHAMA | TANGO MARU Capt. K. Kawara | 8,000 | WEDNESDAY, 5th June, at Noon. |
| NAGASAKI, KOBE & YOKOHAMA | KUMANO MARU Capt. M. Winkler | 6,000 | WEDNESDAY, 5th June, at Noon. |
| SHANGHAI, MOJI and KOBE | WAKASA MARU Capt. N. Nicholson | 7,000 | WEDNESDAY, 5th June |
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